

V. EXISTING FACILITIES AND PLANNING CONDITIONS

The existing Gustavus "dump" is located near the Salmon River estuary on State Department of Natural Resources (DNR) land (see Figure 3). The dump is readily accessible due to its central location and short hauling distance from much of the community. A site visit in late January 1991 revealed the following positive aspects of the dump; recycling and waste reduction are encouraged on-site, access is limited by a locked gate, solid waste is deposited in a trench that is covered periodically, cover material is stockpiled on-site, and scrap metal is separated. Negative aspects of the current operation include the following; open and uncontrolled burning is allowed, birds are attracted to the site, the dump is in close proximity to the Salmon River, and the site is approximately one mile from the Gustavus airport.

It is not known for certain what types of waste have been buried at the existing dump. The Department of Natural Resources (DNR) contends that the site may contain hazardous waste from activities associated with the construction of the airstrip, but there is no documented evidence to support this claim. Two monitoring wells were installed at the existing dump by Village Safe Water in May of 1991. Water samples were collected and tested for volatile organics, heavy metals and hydrocarbons. Results are presented in the Appendix. All samples were negative for heavy metals and volatile organics, except for one result of

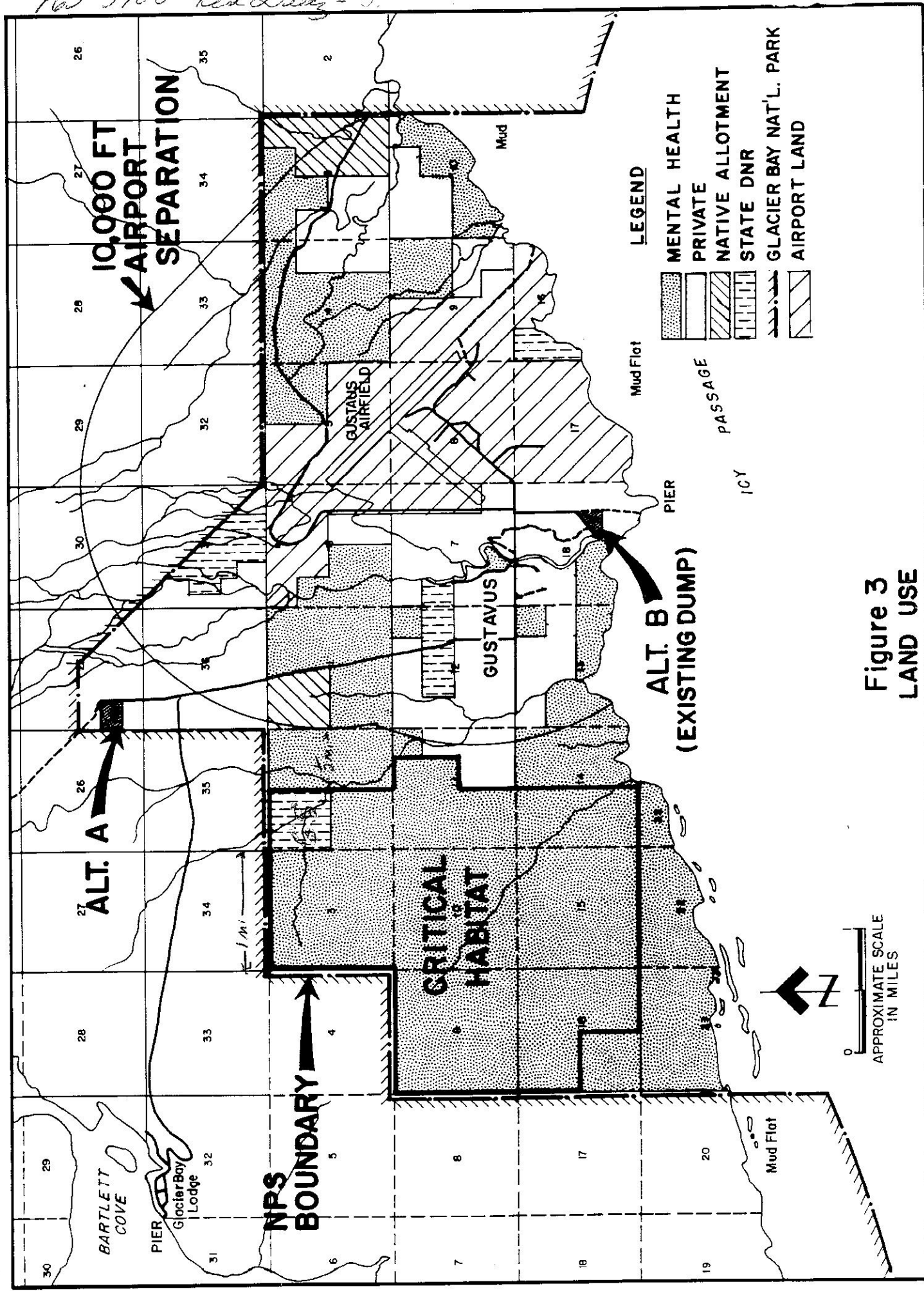


Figure 3
LAND USE

12 parts-per-billion (ppb) of methylene chloride in Monitoring Well #2. Methylene chloride is a solvent used in conjunction with heavy equipment maintenance and is frequently found with hydrocarbons. Both samples contained small amounts of hydrocarbons, 0.70 parts-per-million (ppm) in Monitoring Well #1 and 1.19 ppm in Well #2. This proves that hydrocarbon residues from fuel and lubricants are present at the site. Follow-up water samples revealed that no dangerous hydrocarbons, such as benzene, are present in the groundwater. Results are in the Appendix.

Siting a new landfill in Gustavus is a very difficult task because of competing land use values, the proximity of a national park and an airport, and the generally high groundwater table throughout the area. The following criteria were established in siting a proposed solid waste landfill in the Gustavus area:

1. The site cannot be located within Glacier Bay National Park.
2. The site cannot be located within 10,000 feet of the Gustavus airport.
3. The site cannot be located within State of Alaska Critical Habitat areas or on Mental Health Trust Lands.
4. The site cannot be located on BIA Native allotments.
5. The site cannot be located within 100 feet of any streams nor within wetlands.
6. The site must be located in an area where potential groundwater contamination will not affect the quality of existing or future private water wells.

7. The site must be accessible by road from Gustavus.

A major obstacle to siting a landfill in Gustavus is the proximity to the airport. The Gustavus airport receives small, unpressurized, single engine piston powered aircraft throughout the year, and large pressurized jet powered aircraft during the summer tourist season. The Federal Aviation Administration (FAA) has recently published Order No. 5200.5A (see Appendix), which provides guidelines concerning the establishment, elimination or monitoring of landfills, open dumps, and waste disposal sites on or in the vicinity of airports. The FAA neither approves nor disapproves locations of solid waste disposal sites, but ADEC will not issue a solid waste permit if FAA objects to a proposed facility site. The criteria established by FAA states that "Disposal sites will not be considered as compatible if located within areas established for the airport...within 10,000 feet of any runway end used or planned to be used by turbine powered aircraft." This criteria severely limits potential sites for solid waste disposal in Gustavus because the community is bounded by the park to the north, east, and west, and by Icy Strait to the south.

Figure 3 shows the current land ownership situation in Gustavus as well as the 10,000-foot airport separation criteria. The only possible site is located on land owned by Cook Inlet Region, Inc. (CIRI) northwest of the airport. Within the 10,000-foot airport

separation radius but outside of the 5,000-foot radius is the existing dump site. 5,000 feet is the minimum separation criteria for airports used by piston powered aircraft. It may be possible to convince FAA that this site is acceptable because it is 5,000 feet away from the cross-runway that is only used by piston-powered aircraft and 10,000 feet away from the primary runway used by jet-powered aircraft.

